

Amendments to the Specification

Please replace paragraph [0020] with the following, **including new paragraphs [0020a] – [0020d]**:

[0020] In reference to Figures 5 and 6, in a preferred embodiment, the walls ~~wall~~ between two-adjacent tunnels on the parking level ~~is~~are opened below each wall beam 40. The opening preferably extends to less than the full height of the tunnel, so that the portion of the wall above the opening forms a beam 56. In certain walls, the ~~The~~ opening 51 formed in this manner provides both a drive aisle 50 and an unobstructed three-car bay 60. In other walls ~~Similarly,~~ separate openings are left ~~in each tunnel side wall~~. One opening forms drive aisle 50 and the other opening 52 allows transverse visual access along the bays. Openings 52 can extend from floor to ceiling, if desired, whereas it is preferred that the height of the drive aisle opening be limited so that a beam 58 is left in each tunnel to span drive aisle 50. As is shown in Figure 1, in one embodiment, it is preferred to alternate one-car bays with three-car bays, resulting in each pair of double-column supports 12 ~~upper linear load bearing members~~ 30 being separated from the next by a single-column support 18 ~~single wall beam~~ 40 and allowing four parking spaces to be placed in the width of three adjacent tunnels, as best seen in Figure 1.

[0020a] Thus it can be seen that a building constructed in this manner will have the following features: a substructure including a drive aisle 50 and a plurality of parking spaces 62 and comprising a plurality of parallel, adjacent, poured-in-place tunnels 64 (Figure 4, shown in phantom in Figure 1), each tunnel including a transverse drive aisle opening therethrough

[0020b] The substructure preferably includes: a plurality of first tunnel walls 66 each having a first length 68 and a drive aisle opening 51 therethrough (Figure 5), the drive aisle openings 65 in the first tunnel walls being wide enough to accommodate a parking space in addition to the drive aisle; and a plurality of second tunnel walls 69 each having a second length 70 and a drive aisle opening 72 therethrough (Figure 6); and a plurality of parking spaces in the substructure, the parking spaces being designated such that a set of three adjacent tunnels 64 includes at least four parking spaces (Figure 1), with two tunnels

encompassing three spaces such that the middle space is centered under the wall between the two tunnels. This feature is illustrated in phantom at 67 in Figure 1.

[0020c] The substructure preferably also includes an interface level comprising a plurality of parallel, adjacent, poured-in-place tunnels 64. The interface level includes: a plurality of third tunnel walls 86 vertically aligned with first tunnel walls 66 and having a third length 88, the third length being at least as great as the first length 68, and a plurality of fourth tunnel 89 walls vertically aligned with second tunnel walls 69 and having a fourth length 90.

[0020d] The present building preferably further includes a superstructure 92 (Figures 2, 3, 5) that comprises a plurality of parallel, adjacent, poured-in-place tunnels having walls that are each vertically aligned with one of the first and second tunnel walls.